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IN THE SPECIFICATION:

Please amend Paragraph [0012] as follows:

[0012] In view of the above, and in accordance with one aspect, there is provided a constant contact side bearing assembly adapted ~~for insertion within a pocket fined by a walled receptacle provided on to be arranged in combination with a railcar bolster defining an upper surface.~~ The constant contact side bearing assembly includes a spring ~~having one end adapted for direct engagement with a bolster surface and accommodated within~~ a body member having wall structure extending circumferentially about the spring. ~~The with the walled wall~~ structure of the body member ~~being~~ is configured to fit within ~~the a~~ walled receptacle on the upper surface of the railcar bolster. In one form, the wall structure of the body member and the walled receptacle include a pair of confronting surfaces disposed to opposed sides of an axis defined by said side bearing assembly and extending generally normal to the upper surface on the bolster. The side bearing assembly further includes an apparatus operably engagable with the walled receptacle on the bolster and the wall structure of the body member for locating the side bearing relative to the bolster. In a preferred form, such apparatus includes an insert positionable between each pair of confronting surfaces on the walled receptacle and body member so as to inhibit the side bearing from shifting relative to the bolster. The side bearing assembly further includes a friction member overlying ~~a second one~~ end of and for transmitting loads to the spring, with ~~said the~~ friction

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member being guided relative to the body member.

Please amend Paragraph [0014] as follows.

[0014] In one embodiment, the body member of the side bearing assembly ~~further includes an apparatus operably engagable with the walled receptacle and the body member for locating the side bearing assembly relative to the bolster. Preferably, the wall structure on the body member and the walled receptacle includes a pair of confronting surfaces disposed to opposed sides of an upstanding axis defined by the side bearing assembly. In one form, the apparatus for locating the side bearing assembly relative to the bolster includes a spacer insertable into an opening defined between the confronting surfaces so as to inhibit the side bearing assembly from shifting relative to the bolster defines a recess extending through the body member. As such, that end of spring, opposite from the friction member, can extend through the body member to directly engage and abut the upper surface portion on the bolster. Accordingly, the overall length of the spring can be extended, thus, enhancing the load absorption capability of the side bearing assembly.~~

Please amend Paragraph [0015] as follows:

[0015] One surface of each pair of confronting surfaces is preferably inclined with respect to the other surface such that the surfaces diverge away from each other as the surfaces extend away

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from the bolster whereby defining a wedge shaped opening therebetween. In one form, the spacers or inserts for locating the side bearing assembly each has a wedge-shaped shape to enhance its insertion into each wedge-shaped opening defined between said the confronting surfaces on the wall structure on the body member and the walled receptacle. In a most preferred embodiment, each wedge-shaped spacer or insert is secured to the walled receptacle to inhibit shifting movements of the side bearing assembly relative to the bolster surface.

Please amend Paragraph [0016] as follows:

[0016] According to another aspect, there is provided a side bearing assembly adapted for insertion into a pocket defined by a receptacle provided on an upper surface of a railcar bolster to be arranged in combination with a railcar bolster with an upper surface. The side bearing assembly includes a walled housing, defining a recess or cavity, extending therethrough and open at opposite ends, and a The walled housing and a walled receptacle, on the upper surface of the bolster, define a pair of confronting surfaces arranged on opposed sides of an axis defined by the side bearing assembly and extending generally normal to the upper surface on the bolster. A spring having a first end for abutting against a portion of the upper surface of said railcar bolster, and a second end, axially spaced from the first end is accommodated within the walled housing. Spacers are provided for locating and securing the side bearing assembly within the walled

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receptacle. At least one insert is positioned between the confronting surfaces on the walled receptacle and the walled housing on each side of the side bearing axis so as to inhibit the walled housing from shifting and locating the side bearing assembly relative to the bolster. A cap is arranged at the second end of in overlying relation relative the spring. The cap is mounted for reciprocatory guided movements by and relative to the housing, with a generally flat railcar body engaging portion on the cap being positioned relative to the walled housing and the walled enclosure receptacle by the spring.

Please amend Paragraph [0018] as follows:

[0018] The In one form, the recess or cavity defined by the walled housing of the side bearing assembly furthermore preferably includes spacers for locating and securing the side bearing assembly within the walled receptacle on the bolster. In one form, the walled housing of the bearing assembly and the walled receptacle on the bolster include a pair of confronting surfaces disposed to opposed sides of an upstanding axis defined by the bearing assembly. One spacer is insertable into each opening between each pair of confronting surfaces so as to locate and secure the side bearing assembly within the walled receptacle on the bolster extends through walled housing so as to allow that end of the spring, arranged opposite from the cap, to extend into abutting relationship with that portion of the upper surface of the bolster defined within

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parameters of the walled receptacle. As such, length can be added to the spring without adding to the operative height of the side bearing assembly thereby enhancing the load absorbing capability of the side bearing assembly.

Please amend Paragraph [0019] as follows:

[0019] In a most preferred form, one of the surfaces of each pair of confronting surfaces between the walled housing and walled receptacle is inclined with respect to the other surface such that the surfaces diverge away from each other and define a wedge shaped opening therebetween.

According to this aspect, one of the spacers or inserts is insertable into each wedge shaped opening defined by the confronting surfaces on the walled housing and the walled enclosure to inhibit shifting movements of the walled housing and locating the side bearing assembly relative to said walled enclosure. Preferably, each spacer is configured as a wedge shim.

Please amend Paragraph [0020] as follows:

[0020] According to another aspect, there is provided a side bearing assembly configured for accommodation in a rectangularly shaped, open top receptacle projecting from on a railcar bolster. The receptacle has a pair of spaced side walls and a pair of spaced end walls. The side bearing assembly includes a spring ~~with a first end adapted for abutting engagement with the~~

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~~bolster~~, and a housing having wall structure defining a cavity ~~extending therethrough wherein the~~ spring is accommodated. ~~In a preferred form, the housing wall structure extends circumferentially about the spring. The wall structure of the housing has a generally rectangular shape including~~ two side walls and two end walls. Each side wall and each end wall of the housing's wall structure are disposed to opposite sides of an axis defined by the side bearing assembly and extend generally normal to the upper surface of the bolster. The generally rectangular shape of the housing's wall structure loosely fits within the walled receptacle on the bolster. A cap is positioned by and overlies a second ~~an~~ end of said spring. The cap is guided for telescopic movements relative to the side bearing assembly housing and includes a generally flat portion defining an upper extreme of the side bearing assembly following insertion of the side bearing assembly into operable combination with said the railcar bolster. An apparatus is furthermore provided for positively securing and positioning the side bearing assembly relative to the railcar bolster.

Please amend Paragraph [0022] as follows:

[0022] Preferably, the spring for the side bearing assembly includes a resilient spring block having a substantial portion thereof disposed within the cavity of said housing and with the resilient spring block having a predetermined length and a predetermined cross-sectional shape. In one

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form, the generally flat portion on the cap and the resilient block have interlocking instrumentalities for securing the resilient block and cap in operable combination relative to each other. In a most preferred form, the resilient spring block is formed from an elastomer material.

Please amend Paragraph [0023] as follows:

[0023] Because of concerns related to the adverse effects of heat on elastomers, the side bearing assembly housing is preferably configured to promote the dissipation of heat away from the elastomer spring block. In a preferred form, the cap is also configured to promote the dissipation of heat away from the elastomer spring block.

Please amend Paragraph [0024] as follows:

[0024] In one form, the ~~side bearing assembly~~ defines an axis extending generally normal to the ~~surface on the bolster adapted to be abutted by the first end of the spring~~. In its preferred form, the ~~wall structure of the bearing housing~~ has a generally rectangular shape including two ~~side walls and two ends walls~~. Each ~~side wall and each end wall of the bearing housing wall structure~~ is disposed to opposite sides of the ~~side bearing assembly~~ axis, and wherein the generally rectangular shape of the ~~wall structure of the bearing housing~~ loosely fits within and is surrounded by the ~~receptacle on the bolster~~. The end walls of the side bearing assembly housing and the end

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walls of the walled receptacle on the bolster combine to define a pair of confronting surfaces disposed to opposite sides of the side bearing assembly axis. Each pair of confronting surfaces preferably has at a surface portion inclined with respect to the other surface such that the surfaces diverge away from each other as they extend away from said bolster the upper surface on the railcar bolster adapted to be engaged by the spring whereby defining a wedge-shaped opening therebetween. In one form, the apparatus for positively securing the side bearing assembly to the upper surface of said bolster includes spacers or inserts insertable into each wedge-shaped opening defined by the confronting surfaces on the side bearing assembly housing and the walled receptacle on the bolster to inhibit endwise shifting movements of side bearing assembly relative to the walled enclosure receptacle on the bolster. Preferably, each spacer is configured as a wedge shim.

Please amend Paragraph [0025] as follows:

[0025] According to still another aspect, there is provided a constant contact low profile side bearing assembly configured for insertion into a walled receptacle provided on adapted to be arranged in combination with a railcar bolster having an upper surface. The side bearing assembly includes a walled receptacle adapted for securement to the upper surface of the bolster.
According to this aspect, the side bearing assembly further includes a bottomless housing

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assembly body member having wall structure defining a recess, and wherein the body member is configured to loosely fit within the walled receptacle on the bolster, and has a relatively flat railcar body engaging surface defining an upper end of the housing, and an An elastomeric spring configured for insertion within said housing assembly and beneath said railcar body engaging surface for providing said side bearing assembly with a predetermined preload force capability.
One end of the spring extends through the housing for direct engagement with the bolster. In one form, a distance ranging between about 2.5 inches and about 4.5 inches is provided between the railcar body engaging surface and a lower edge of the bottomless housing. In a preferred form, an is accommodated within the recess defined by the body member and a friction member, which is movable relative to the body member, overlies one end of the spring so as to transmit loads to the spring. An apparatus, operably engagable between and with the walled receptacle and the bottomless housing assembly body member, is provided for locating the side bearing assembly relative to the railcar bolster.

Please add Paragraph [0025.1] as follows:

[0025.1] In the illustrated form, the body member of the constant contact side bearing assembly is configured to allow the elastomeric spring to extend therethrough such that the end of the spring, opposed from the friction member, abuts with and directly engages with the upper

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surface of the bolster. In a preferred form, the friction member of the side bearing assembly is arranged in operable combination with and positions the spring relative to said body member.

Please Paragraph [0025.2] as follows:

[0025.2] According to still another aspect, there is provided a side bearing assembly arranged in combination with a railcar bolster connected to a wheeled truck. The side bearing assembly includes a walled receptacle adapted for securement to an upper surface on the bolster and a housing assembly configured to loosely fit within the receptacle on the bolster. The housing assembly includes a friction member with a railcar engaging portion spring biased for engagement with an underside of a railcar body portion for limiting hunting movements of the wheeled truck. The housing assembly further includes a hollow base for accommodating a spring used to bias the railcar engaging portion of the friction member into engagement with the underside of the railcar body and for guiding vertical movements of the friction member relative thereto. The side bearing assembly further includes an apparatus disposed between an inner surface on the walled receptacle and an outer surface on the base of the housing assembly for securing the base against movements and locating the side bearing assembly relative to the railcar bolster.

Please Paragraph [0025.3] as follows:

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[0025.3] In one form, one end of the spring extends through the hollow base of the housing assembly to abuttingly engage with that portion of the upper surface of said bolster surrounded by the parameters of the walled receptacle. Preferably, the apparatus for securing the base of the housing assembly against movements includes at least one insert fixed between the inner surface on the walled receptacle and an outer surface on the housing assembly.

Please amend Paragraph [0041] as follows:

[0041] A constant contact side bearing assembly 40, according to the present invention, is designed to be accommodated within the pocket or recess 38 defined by each receptacle 26 on the bolster 16 for supporting and frictionally engaging an underside 42 of the railcar body 12. As shown in FIG. 2, bearing assembly 40 defines an axis 44 extending generally normal to the surface 28 of the bolster 16 after assembly 40 is arranged in operable combination with the bolster 16. The side bearing assembly 40 illustrated for exemplary purposes is specifically designed with a low profile. It should be appreciated, however, the principals of this invention equally apply to railcar side bearings configured to operate in combination with railcars having a standard nominal working space of about five and one-sixteenth inch between the truck bolster and the car body underside. Suffice it to say, bearing assembly 40 preferably includes a two-part housing assembly including a housing or cage 50 and a cap or friction member 60 arranged for guided movements

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relative to the housing 50. A spring 70 is arranged in operable combination with and positions the bearing cap 60 relative to the upper surface 28 of the bolster 16.

Please amend Paragraph [0042] as follows:

[0042] In a preferred form, the housing or cage 50 of the side bearing is preferably formed from metal and, as illustrated in FIG. 3, has upstanding wall structure configured to fit within the walled receptacle 26 on the railcar bolster 16. Returning to FIG. 2, the wall structure on bearing housing 50 preferably extends circumferentially about the spring 70. Housing 50 and defines a cavity 52 for accommodating the spring 70. In one form, the recess or cavity 52 extends through housing 50 extending therethrough and is open at opposite ends so as to provide the housing or base 50 with a "hollow" configuration. In the illustrated embodiment, the marginal edge of cavity 52 has a generally rectangular profile. As shown, wall structure of bearing housing 50 includes a pair of generally parallel and spaced vertical side walls 53 and 54 disposed to opposed lateral sides of the bearing assembly axis 44 and a pair of generally parallel and spaced end walls 55 and 56 disposed to opposed longitudinal sides of the bearing assembly axis 44.

Please amend Paragraph [0054] as follows:

[0054] In the illustrated embodiment, a locking member insert or spacer 84 is snugly inserted into

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each opening 82 defined between the confronting walls 35, 55 and 36, 56, respectively, of the receptacle 26 and bearing housing 50. Thereafter, locking member or shim spacer 84 is secured, as by welding or a suitable mechanical device, preferably to the adjacent end wall of the receptacle 26 to inhibit longitudinal shifting movements of the bearing assembly 40 relative to the bolster 16.